

**CITY OF SHORELINE
COUNCIL OF NEIGHBORHOODS MINUTES**

February 6, 2019
6:30 pm

Shoreline City Hall

COUNCIL OF NEIGHBORHOODS REPRESENTATIVES PRESENT

Ballinger –Stephanie Angelis
Briarcrest – Bill Dwyer
Highland Terrace – Cyndi Robinson
Innis Arden – Domenick Dellino
North City – Dan Dale
Parkwood – Marie Ammerman
Richmond Beach – Tom Petersen, Chris Beck
Richmond Highlands – Pete Gerhard

CITY STAFF PRESENT: Rob Beem, Community Services Manager; Constance Perenyi, Neighborhoods Coordinator

GUESTS: Theresa LaCroix, Shoreline-LFP Senior Center; Ginny Scantlebury

I. Call to Order

Chair Stephanie Angelis called the meeting to order. She later turned the meeting over to Dan Dale.

II. Public Comment

Theresa LaCroix introduced herself and said her goal as Assistant Director of the Shoreline-LFP Senior Center is to inform the community of all the recreational and educational opportunities at the Center. She highlighted an upcoming training with GenPride, and dances once a quarter. The Bastyr Clinic, which has been offering clinics at the Center for years, now has Spanish speaking medical professionals. Theresa also talked about the Hyde Shuttle, providing transportation services in the area. Meals on Wheels provides for seniors in their homes, and community meals at the Center offer both nutritious lunches and an opportunity for people to socialize with each other. As the City considers designs for a possible new Community and Aquatics Center, seniors are requesting 6,000 square feet for activities. CON members who would like more information, or want to get involved in the Center, can contact Theresa at Theresal@soundgenerations.org.

Dom Dellino (Innis Arden) followed up with an endorsement of the Hyde Shuttle program. He has just recently ended his volunteer stint as a driver, and encouraged CON members to consider volunteering.

Ginny Scantlebury introduced herself as a Richmond Beach resident and a board member of the Senior Center. She thanked Theresa for the good work she is doing, and expressed her support of the Center's mission. She also announced that she is running for City Council.

III. Visiting Councilmember Update

Mayor Will Hall reiterated his gratitude to the Council of Neighborhoods, and to all the leaders who make Shoreline a great place to live.

Mayor Hall recapped current issues of interest to CON:

- After being elected to the State Senate, Jesse Salomon resigned his council position. 52 outstanding residents applied for the vacancy. Council chose 6 to interview. Mayor Hall said it was a very difficult choice, and any of the applicants could have done the job well. In the end, Council appointed Betsy Robinson who has been chairing the Parks Board. The appointment lasts only through certification after next fall's election.
- Litigation around Point Wells continues. The landowner is attempting to revive the permit application, which has been denied at different levels. One of the Mayor's concerns about this is a new regulation in Snohomish County that allows for significantly larger "villages" of up to 2600 units. This could possibly have an effect if/when the permit is reviewed again. Discussion of annexation continues. Both Shoreline and Woodway (an actual city) are interested in annexing Point Wells. In recent discussions, the Mayor perceived that both cities were starting to find common ground, but there is still a long way to go.
- As discussion of the Aquatics Center continues, everyone involved is trying to look at which options best serve the community. The City's initial design favors recreation over competitive swimming. Swimmers are pushing to have a larger pool, which will greatly increase costs over the estimated \$75 million for the current design. It is difficult to get state funding for this kind of project, even though there is support for outdoor pools. One possibility worth exploring: a North King County Aquatics Center that would serve, and be funded by multiple small cities.
- In addressing sidewalks and road diets, the Mayor explained the Complete Streets Policy that guides changes to Shoreline roads. If there is to be work done on a street, staff must consider how to make changes that are friendly for all modes of transportation, not just cars. This is tricky. He cited the reaction to Richmond Beach Road, and explained that for years, neighborhood residents had safety concerns and speed. But once changes were made, many didn't want them. When asked about 175th, the Mayor noted that a road diet was no longer under consideration. What works in one place may not be practical for another, but keeping people as safe as possible is always the goal.

Dom Dellino followed up with kudos to the City for Richmond Beach Road changes. He then asked the Mayor about the City's idea of optimum development for Point Wells. The Mayor responded that the adopted subarea plan limits development to about 800 units, although there could be some flexibility if the right plan were proposed.

Cyndi Robinson (Highland Terrace) asked about the recent assessment that indicates an increase rather than a decrease of the City's tree canopy. She said that it seems like less, especially around streets where the trees planted are deciduous and lack color and interest through the winter. The Mayor responded that the assessment is comprehensive and correct – tree canopy has increased since the last assessment. He noted that as a species, we tend to perceive change that happens quickly, but not the subtle, slow growth of big trees. He also explained that the City considers right tree/right place principles when planting along streets. Most of those will be deciduous because conifers get too big and their roots can lift sidewalks and asphalt.

Cyndi asked how new park space is created. Residents of Highland Terrace would really like to have a park in their neighborhood. The Mayor explained that acquisition of parks land is a long process, and

that in the recent PROS Plan, there were proposals to upgrade parks that haven't received a lot of attention in recent years. When new buildings are constructed in Shoreline, developers are assessed Park Impact Fees, and that money goes to improvements and possible purchase of property for new parks.

IV. Lynnwood Link Project Update

Juniper Nammi, Sound Transit Project Manager for the City of Shoreline, and My Nguyen, Community Outreach for Sound Transit presented an update of the project. My's presentation is below.

Following are notes from Juniper's presentation about what to expect.

- Work to start preparing for alignment construction begins in late March/early April of 2019.
- 1400 significant trees will be coming down soon. Council adopted specific tree regulations, and as required, Sound Transit will be planting many more trees than will be removed. Most will be native. Smaller trees will be planted next to the guideway. There are opt-in planting possibilities for private properties in Ridgecrest, North City, and Ballinger neighborhoods. See the tree replacement information below.
- Utilities will be moved early in the process.
- Sound walls will come down incrementally.
- 59 more homes will come down.
- Work on the alignment construction will start in mid-summer.
- Ronald Bog mitigation has already begun.
- The next Construction Open House is February 26, 6 – 8 pm, at Shorewood High School.

Dom Dellino asked about how he could get information about Light Rail Permitting. That can be found on the City website:

<http://www.shorelinewa.gov/government/projects-initiatives/light-rail-permitting>

Bill Dwyer (Briarcrest) asked what happens with the lumber from the cut trees. Juniper replied that it belongs to the contractor who can do what they want with it: lumber, mulch, but it cannot go into landfill. The contractor will be at the Open House on February 26, and Juniper encouraged people to attend and ask about the trees then.

Dan Dale (North City) asked about whether the replacement sound walls will be better than the existing ones. Juniper replied that they will be what she considers more attractive – gray concrete with the appearance of cedar shake texture. It will be taller in some places, ranging from 8 – 15' in height. When walls are out, there will be more noise.

Residents with concerns and questions can contact both My and Juniper directly.

Juniper Nammi, Sound Transit Project Manager for the City of Shoreline, jnammi@shorelinewa.gov, (206) 801-2525

My Nguyen, Community Outreach for Sound Transit, My.Nguyen@soundtransit.org, 206-370-5690

V. Shoreline's Capital Improvement Projects

Tricia Juhnke, City Engineer, presented information on upcoming construction projects scheduled in 2019. See below for full presentation.

After Trish's PowerPoint, there was a discussion of BST treatment. This is an acronym for Bituminous Surface Treatment, the combination of oil and small rocks that is applied to asphalt to improve the surface and extend its useful life. What happened with 175th, just east of the I-5 exit? When BST was laid there last time, the mixture was incorrect, most likely with too much oil. When the temperature rises at the hottest part of the summer, the surface "melts" and gets very sticky. Of all the miles of road to be resurfaced in the City, this is the only place that has had these problems. It will be completely resurfaced this year.

Cyndi Robinson requested consideration of the needs of bicyclists. She says some patches of BST are very bumpy and difficult to ride over, while others, like the surface of Perkins, are smooth. Tricia said that the size of the rock most likely determines the surface texture, and she will be conscious of what is chosen when BST is laid in the City. She also explained that there is basically one company that does this work in the region, and they have only a small window of opportunity when the weather is just right.

CON members with questions can contact Tricia directly at tjuhnke@shorelinewa.gov or 206-801-2471.

VI. Neighborhood Coordinator Report

Constance reminded everyone that even if it didn't look like it outside, summer is on the way. Once again, neighborhoods planning summer events in Shoreline parks will be required to complete and submit request forms. Those are in process of being streamlined, so they will hopefully make it easier to make the request and submit necessary permits at the same time. The deadline will be in later March, and the materials will be sent as soon as Parks completes the revision.

And the evening ended with an announcement. Rob Beem, Community Services Manager and Shoreline staff for 20 years, will be retiring at the end of March. Watch for an invitation to celebrate Rob's contributions to the City.

The meeting adjourned at 9:03 pm



Lynnwood Link Extension project update

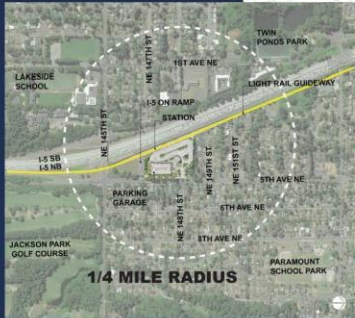
- Project Status
- General Project Sequence
- Construction Timeline
- Preparing for Construction in 2019
- Early Work
- Park and Ride Closure
- Community Outreach During Construction
- Open House



Shoreline South/145th

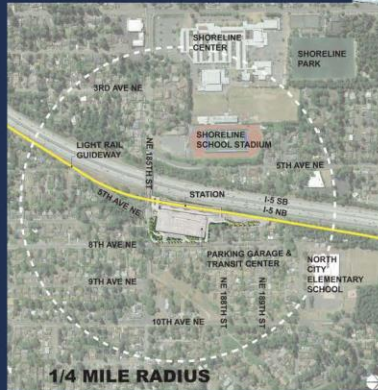
The image displays two maps related to the Shoreline South/145th station project. The left map is a vicinity map showing a 1/4 mile radius around the station location. It identifies key landmarks including Lakeside School, Jackson Park Golf Course, Twin Ponds Park, and Paramount School Park. The map also shows the intersection of NE 145th St and NE 145th Ave, and the location of the station and parking garage. The right map is a detailed site plan of the station and parking garage. It shows the station entrance, ticket vending machines, bike racks, bike lockers, and a parking garage. The plan also includes landscaping, public art, and a new traffic signal at the intersection of NE 145th St and NE 145th Ave. The site plan is oriented with North at the top.

Vicinity Map and Site Plan



Vicinity Map and Site Plan

Shoreline North/185th



Vicinity Map and Site Plan

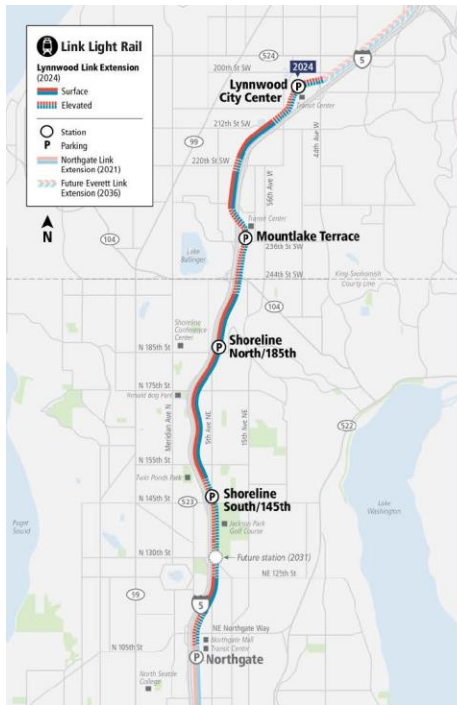


Current Service and Approved Projects

Near term Link extensions:

- University of Washington – Northgate (2021)
- Northgate – Lynnwood (2024)
- Downtown Seattle – Overlake (2023)
- Angle Lake – Federal Way (2024)
- Tacoma Theater District – S 19th

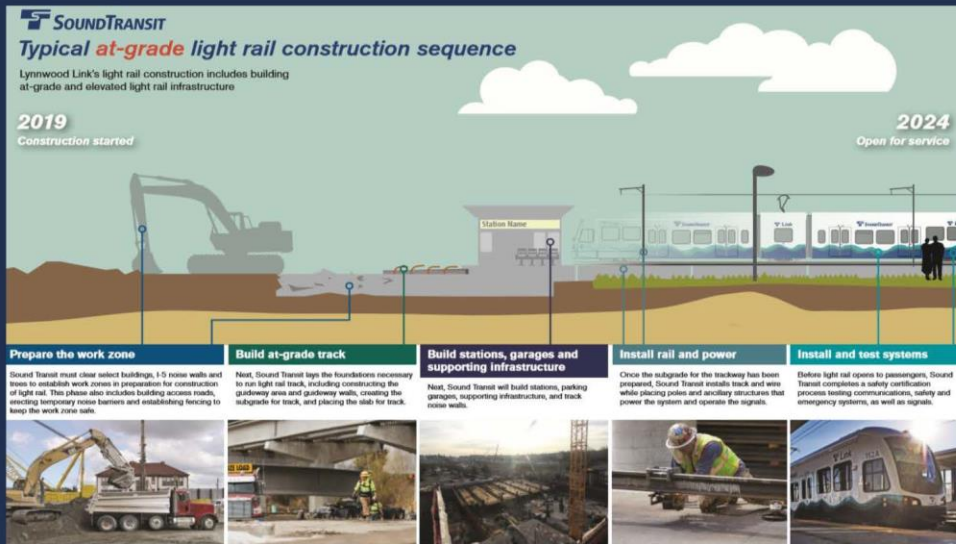
Additional extensions shown were passed in Sound Transit 3.



Lynnwood Link Extension

- 8.5 mile extension - Northgate to Lynnwood City Center
- 4 stations:
 - Shoreline South/145th – elevated
 - Shoreline North/185th – at grade
 - Mountlake Terrace – elevated
 - Lynnwood City Center – elevated

General Project Sequence:
What you could see in and around our work areas





Typical **elevated** light rail construction sequence

Lynnwood Link's light rail construction includes building at-grade and elevated light rail infrastructure

2019

Construction started

2024

Open for service



Prepare the work zone

Sound Transit must clear select buildings, I-5 noise walls and trees to establish work zones in preparation for construction of light rail. This phase also includes building access roads, erecting temporary noise barriers and establishing fencing to keep the work zone safe.



Build elevated guideway

Typical elevated guideway construction consists of drilling shafts for column foundations, installing columns and building the guideway and bridge spans.



Build stations, garages and supporting infrastructure

Next, Sound Transit will build stations, parking garages, supporting infrastructure, and noise walls.



Install rail and power

Once elevated guideway has been prepared, Sound Transit installs track and wire while placing poles and ancillary structures that power the system and operate the signals.



Install and test systems

Before light rail opens to passengers, Sound Transit completes a safety certification process testing communications, safety and emergency systems, as well as signals.

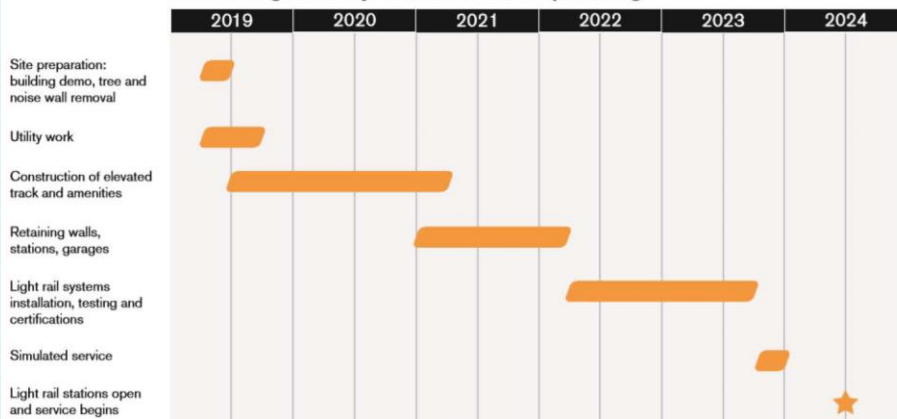


Construction Timeline

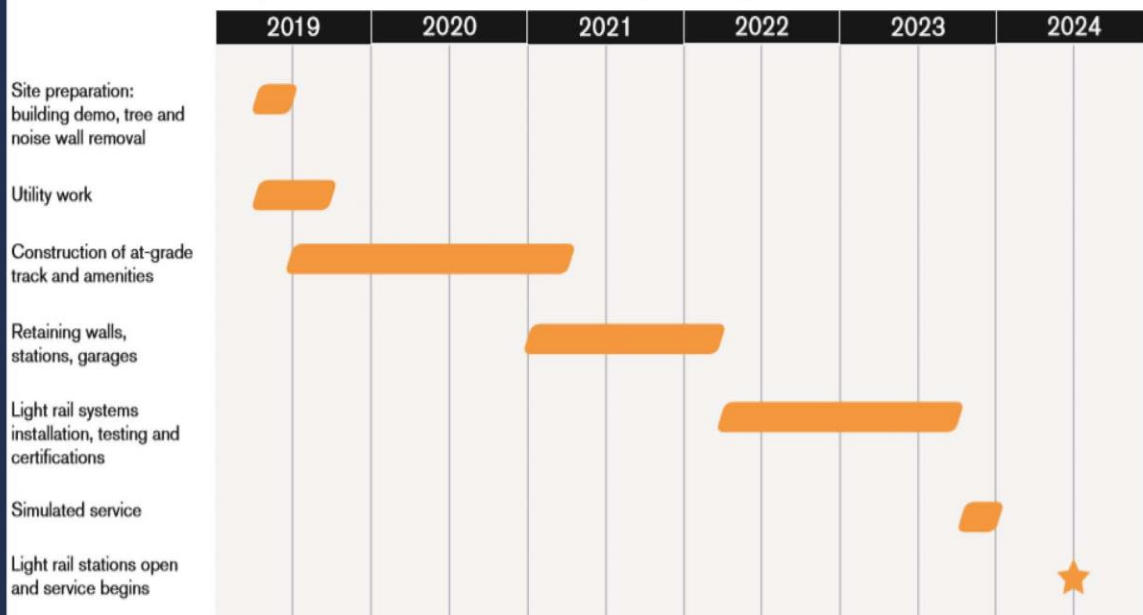
General Project Sequencing

How are we building 8.5 miles and 4 stations by 2023?

Elevated guideway construction sequencing



At-grade track construction sequencing



Noise wall demolition

- Many existing WSDOT noise walls will be removed during Early Work
- Temporary noise fences will be installed prior to existing noise wall removal as much as possible
- A “tool kit” of secondary noise mitigations may be employed by Sound Transit’s outreach team as needed



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Access road construction

- Temporary access roads for guideway construction will be constructed in Early Work
- Access points have been coordinated with WSDOT and cities during design
- Major temporary traffic control measures to be set up in Early Work
- Temporary erosion and sediment control



North Jackson Park & Ride

- North Jackson and South Jackson Park & Ride lots are expected to close in March
- Shoreline South/145th Station and create a staging area for the Lynnwood Link Extension.
- New parking at:
 - Shoreline Unitarian Universalist Church
 - Phillippi Presbyterian Church



**Community Outreach
During Construction**



Community Outreach

- **Mission:** it's our job to proactively facilitate, develop and maintain relationships within the community in order to plan and build Sound Transit projects. We represent Sound Transit's interests within the community and community's interests within Sound Transit.
- We rely on an environment of trust and integrity within the community.

Good neighbor commitments

Sound Transit is committed to being a good neighbor during construction. We will work manage impacts on surround communities by:

- Providing timely information
- Maintaining a safe construction site
- Keeping people moving
- Protecting the environment
- Implementing a Business Relations program
- Maintaining a 24-hour Construction Hotline
- Outreach staff onsite, in the field



Outreach during construction

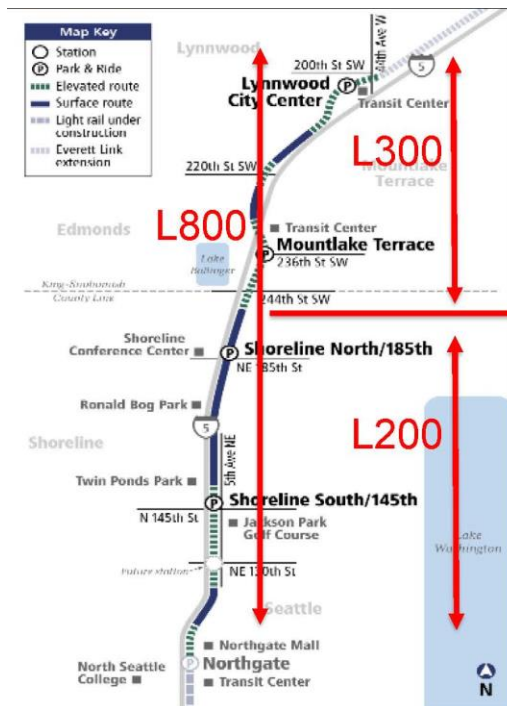
Objectives	In a nutshell
No surprises	Provide advanced notification
Accessible & available	Dedicated Community Outreach staff
Responsive & timely communication	Solve problems
Keep the end in sight	Maintain momentum

Staying informed and engaged

- **Subscribe** to construction alerts at soundtransit.org/subscribe
- **Contact** Community Outreach staff:
 - My Nguyen (Seattle & Shoreline): My.Nguyen@soundtransit.org or 206-370-5690
 - Kurt Workman (Mountlake Terrace & Lynnwood): Kurt.Workman@soundtransit.org or 206-370-5664
- **Call** the 24-hour Construction Hotline for issues that require immediate attention after normal business hours
 - 1-888-298-2395

L200 Pre-construction Open House





Major construction packages

- L200 Civil – Stacy & Witbeck/Kiewit/Hoffman JV
Northgate Station to NE 200th Street
- L300 Civil – Skanska Constructors L300 JV
NE 200th Street to Lynnwood Station
- L800 Systems – Mass Electric
 - Traction Power
 - Communications
 - Train Control



Lynnwood Link Extension

Fall 2018

More transit, more trees: Sound Transit's tree replacement program

Sound Transit's light rail system expansion creates alternatives to driving in gridlocked traffic. Though construction of Lynnwood Link involves removing some trees, the reduction is only temporary. Sound Transit will plant thousands more trees than removed for the project, in some cases replanting new trees even before construction begins. The ratio of replaced to removed trees varies depending on the jurisdiction, the number, maturity and species of trees removed, and federal and state environmental regulations.

Community and stakeholder engagement

Sound Transit works with our partners to retain as many original trees as possible while still meeting project needs. We recognize that communities strongly support trees and the benefits they provide. That's why Sound Transit is working with cities along the rail line to create opportunities for early plantings and additional trees throughout local neighborhoods, parks and open spaces.

The survivability of newly planted trees is an important aspect of the revegetation plan. Going beyond typical industry standards, Sound Transit is partnering with the Washington State Department of Transportation to extend the standard three-year plant establishment and maintenance period—which provides for close, extended care of replanted trees—by an additional ten years. Ultimately, this 13-year effort will greatly improve the survival rates of trees planted along the alignment.

What to expect

Sound Transit's contractors will remove trees along the future light rail guideway, including potentially hazardous trees that could fall across tracks and cause facility damage or injury once light rail operations begin. Contractors will also remove invasive species such as blackberries and ivy in select locations to create suitable areas for planting new vegetation. To the greatest extent feasible, Sound Transit will select native, adaptive plant and tree species for replacement. Sound Transit will plant larger trees rather than saplings, and together with irrigation and the extended plant establishment period, will result higher survival rates than the smaller trees used on past projects.

Trees cut for the Lynnwood Link Extension can be used as timber, mulch, compost or other wood by-products.

Sustainability at Sound Transit

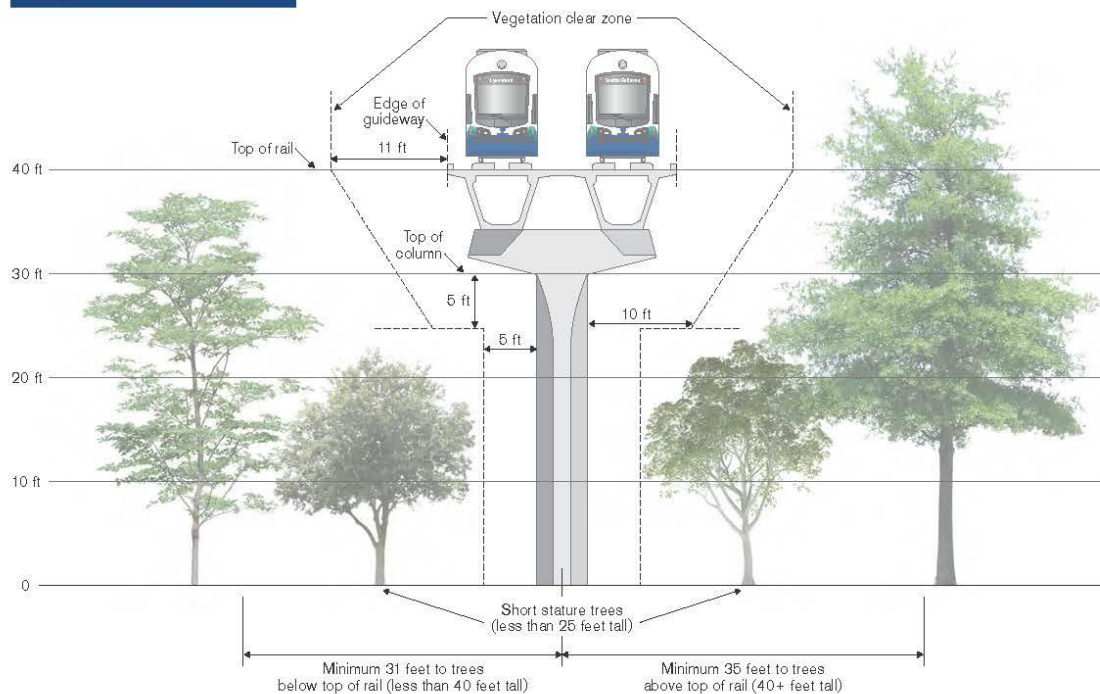
The entire transit system expansion will reduce greenhouse gas emissions annually by 793,000 metric tons. This is equal to:

- ▶ Sequestering the carbon equivalent to growing more than 20.5 million tree seedlings for 10 years.
- ▶ Burning more than 89 million gallons of gasoline.
- ▶ Powering the electricity for more than 117,000 homes annually.



Sound Transit contractors plant one-gallon trees below the light rail guideway in Tukwila. Lynnwood Link will start with 2-5 gallon plantings to better ensure the long-term success of replaced trees.

Vegetation clear zone



Trees around transit

In early 2019, Sound Transit will begin removing trees on land needed for track and guideway construction, or for construction staging.

The above diagram shows a cross section of a guideway elevated 40 feet above ground. A proposed vegetation-clear zone on either side prevents branches and debris from structural interference. The clearance zone widens with height, reaching a maximum clearance buffer of 11 feet beyond the edges of the guideway. There will be no vegetation within five feet of the guideway columns.

The first layer of vegetation outside of the clearance zone includes short-stature trees. Depending on species, healthy trees of any height can stand approximately 30 feet away from supports.

Proposed plantings

Jurisdiction	Trees removed*	Trees replanted*
Seattle	180	900
Shoreline	600	2,680
Mountlake Terrace	270	980
Lynnwood	380	1,200
WSDOT	3,000	14,000
Total:	4,430	19,760

*Estimated as of June 2018.

Stay informed

Sign up for project updates: soundtransit.org/subscribe.

For more information about Sound Transit projects or services, visit soundtransit.org or call 1-800-201-4900/TTY Relay: 711.

For information in alternative formats, call 1-800-201-4900/TTY Relay: 711 or email accessibility@soundtransit.org.

Information in other languages

Para información acerca del proyecto llame al: 1-800-823-9230
如果您需要此信息翻譯成中文 請致電 1-800-823-9230
프로젝트에 관한 정보는 다음으로 연락하십시오: 1-800-823-9230
Звоните 1-800-823-9230, чтобы получить информацию о проекте

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Capital Improvement Plan

Council of Neighborhoods
February 6, 2019

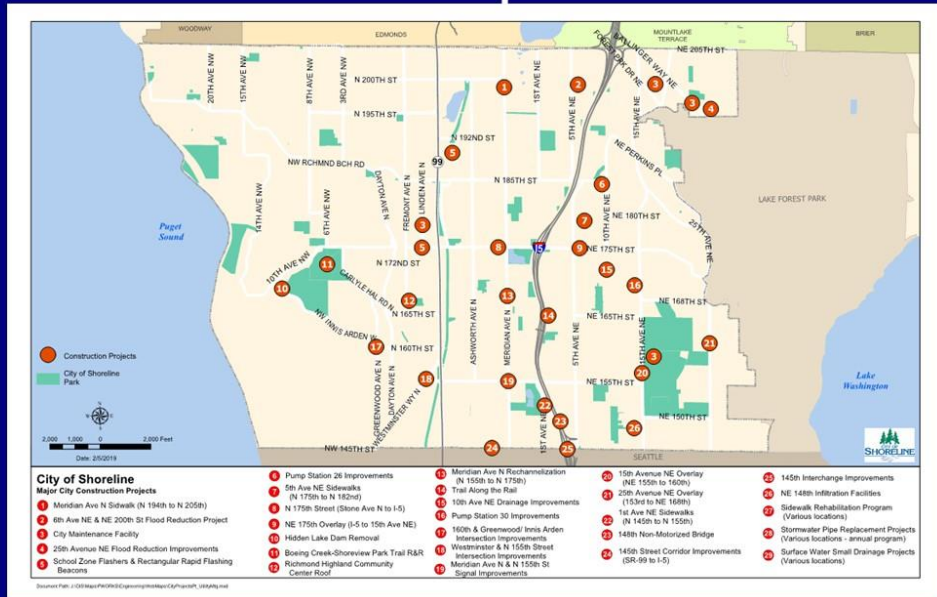


Agenda

- Overview of CIP
 - 3 Capital Funds – Roads, Surface Water, General
- 2019 Construction
- Key projects and Programs
- Questions and Answers



CIP Map



2019 Construction

- Meridian and 155th Intersection
- N 175th Overlay (I-5 to 15th Ave NE)
- 2019 BST
- Surface Water Small Drainage Projects
- Stormwater Pipe Repair/Replacement



Other Significant Projects

- 145th Interchange
- 145th Corridor
- N 175th Street (I-5 to Stone Way)



Other grant projects

Project	Funder	Amount
Westminster Way (N 155 th to Aurora)	Transportation Improvement Board	\$3,616,417
Ridgecrest Elementary Ped Crossing Improvements and Speed Zone Flasher	WSDOT – Safe Routes To School	\$467,700
Meridian Ave N Safety Improvements	WSDOT – City Safety Program	\$1,287,000
Midblock crossing (Richmond Beach Rd) and RRFB and Radar Speed Signs	WSDOT- City Safety Program	\$1,139,000



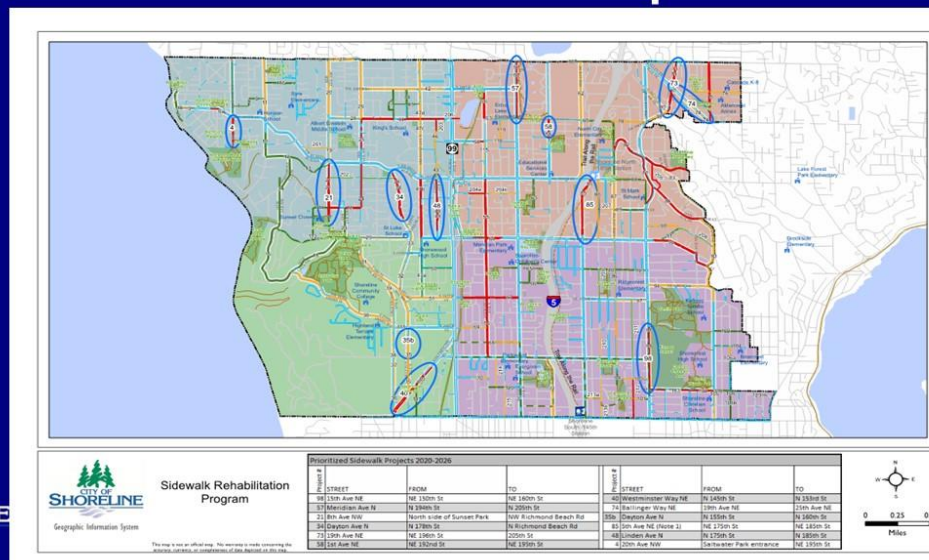
Sidewalks

Two new programs

- Sidewalk Rehabilitation- \$20 vehicle license fee
- Sidewalk Program- 0.2% Sales and Use Tax



Sidewalk Map



City Maintenance Facility



City Maintenance Facility Project

Distributed Facilities Analysis results:

- Ronald WW site is best suited for Wastewater and Surface Water Maintenance crews.
- Brightwater site is best for snow/ice operations, fueling, vehicle wash, sweeper decant/spoils.
- NMF site is best shared by Brugger's Bog Park expansion, Ballinger Creek daylighting, and City maintenance storage/parking (in back).
- Hamlin Yard site is best for Parks, Streets, and Landscape crews, shops, and priority equipment.



Communication with Communities

Open House

- March 6
- North City Water District Offices

Neighborhood Groups

City website and other avenues

Other suggestions/recommendations

